### PUBLIC LIBRARY IS BECOMING ONE OF THE FINEST IN THE WORLD.

Million Dollars Given by Andrew Carnegie Will Soon Be Expended-New Building Will Be Erected on Old Exposition Site After the World's Fair Closes, and Ten Branches Are to Be Erected-1,000,000 Books Issued in a Year to 60,000 Card Hold-

The St. Louis Public Library, one of the finest institutions of its kind in the United States, will, after the World's Fair period, take rank with the great libraries of the

Andrew Carnegie placed \$1,000,000 at the disposal of the library directorate, for the purpose of building a new central library ilding and branches.

Owing to an ordinance which prevents the old Exposition building from being torn down until after the closing of the Louisiana Purchase Exposition, work on the new central building has been delayed. Next spring, however, work will be begun on one of the branch sites.

At the corner of Jefferson and Lafayette avenues a site, donated by William Barr, the first of the library branches, will be located. Fifty thousand dollars will be spent on the building.

The St. Louis Public Library now con tains about 175,000 volumes and from 35,000 to 45,000 pamphlets. The institution opened with 5.000 volumes in 1865.

Librarian Frederick M. Crunden took hold of the Public Library in 1877. At that time the shelves had swelled to about 24,000 volumes, and since his advent the progress has been greater.

When opened the library was not a free one. At first the subscription price was H a year, with a life membership fee of \$12. Later the subscription price was lowered to \$2 a year and members under 18 sum of \$1 a year.

During the subscription days the mem bership was never more than 5,000. Bixty thousand persons hold cards to the Public Library now. Last year 1,000,000 books were issued for home reading.

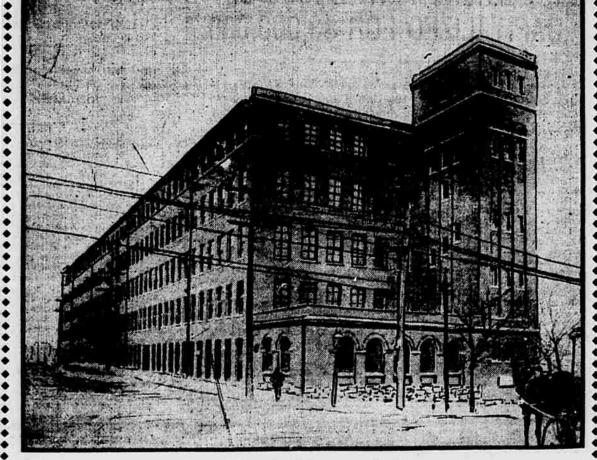
Of the 60,000 persons holding cards, it is

said, 25,000 are under 17 years of age. On or about March 16, 1901, Andrew Carnegie, the philanthropic steel magnate, offered to give to St. Louis the same opportunity he was giving many other cities. He offered to give the city money enough to equip a public library sec to none. One million dollars was named as the sum that would be forthcoming and raise the library-supporting revenue to \$150,000 a year.

These perquisites were quickly met. The These perquisites were quickly met. The revenue was raised and public-spirited itizens came to the rescue with a suitable site.

A little band of men connected with the St. Louis Trust Company came forward and bought in the assets of the St. Louis Exposition Company and presented the site for the Carnegie Library.

The Exposition covers the block bounded by Olive, Locust, Thirteenth and Four teenth streets. The library will be built on the center of the site, and will be surrounded by a park. A half-million dollars will be spent on the central library building. Figuring \$50,000 to each branch library building, it will bring the years old were admitted for the nominal total number of branches to be built up



Roberts, Johnson & Rand's new shoe factory at the corner of Mississippi avenue and Hickory street.

# MUSICAL CONSERVATORIES.

St. Louis Easily Ranks With the Best Eastern Schools in Thoroughness and Detail-Not Necessary to Go Outside of St. Louis for a Finished Musical Education.

#### ARTISTIC MERIT PLACED ABOVE ALL CONSIDERATIONS.

Conrath's Conservatory of Music has achieved an enviable reputation for thorough and conscientious work, placing ar tistic merit above every other considera-

The director, Professor Louis Conrath, is one of the foremost planists in the West having appeared at numerous concerts with invariable success. He has gained a national reputation as a composer, his works enjoying the greatest popularity. As a teacher his efforts have been

As a teacher his efforts have been crowned with the most gratifying results, as is shown by the numerous pupils (many of whom are now occupying responsible positions as teachers), who have received their musical education from him.

The members of the faculty are all artists in their respective departments, embracing amongst others such as Charles Galloway, Carl Becker, P. G. Anton, E. R. Kroeger, Arnoid Pessold, Arno Waechtler, Robert Buechel, L. Broeckaert, Adolph Willbrandt, Robert Boehmen and their various assistant teachers. Instruction is imparted in plano, vocal, viclin, organ, harmony and composition, musical history, violoncello, viola, cornet, clarionet, flute, zither, mandolin and guitar.

Conrath's Conservatory, having an elegant and spacious concert hall on its own premises, its admirably equipped for the numerous concerts, recitals and lectures given during the season. The diplomss and medals issued to graduates and postgraduates of this institution are recognized as an evidence of artistic ability.

#### DIPLOMAS RECOGNIZED AS EVIDENCE OF MERIT.

In 1886 Mr. Clemens Strassberger estab lished on the North Side a conservatory of music, which, under his able direction, olaims to be the best conservatory west of Chicago. In 1893 a handsome stone building on Twenty-second street and St. Louis avenue was purchased, and in 1901 a South Side branch was established. A modern building will soon be erected at Grand and Shenandoah avenues for use of a school of fine art and opera commercial courses and conservatory of music. Mr. Strassberger acomplished his great success by insisting on a thorough training, with severe examinations for promotion. Mr. E. R. Kroeger is the impartial chairman of the Board of Examiners.

man of the Board of Examiners.

The faculty consists of forty-one excellent instructors. Among them are such artists as Doctor R. Goldbeck, A. Ernst, G. Vieh, Ch. Gelloway, Sig. Parisi, A. Kalkman, H. Dibble, Mrs. Ernst, Mrs. Ludlum

Kalkman, H. Dibble, Mrs. Ernst. ars. Ludlum, etc.
All branches of music are taught, also theory, history, science of music, languages, elocution, etc. From the inception of instruction to the full development of artistic requirements the curriculum and faculty insure a steady progress. The Strassberger Conservatories diplomas are recognized everywhere and are deemed aufficient evidence of the merit of the possessor.

Ensemble classes and classes in all branches a specialty. Private recitals every Monday. Popular and artistic re-citals frequently, Graduating concerts at the Odeon and other halls.

#### **EVERY ADVANTAGE GIVEN** TO HENNEMAN PUPILS.

The Henneman Vocal College, Alexande Henneman, Director Miss Ida Harder, a graduate, assistant, is devoted entirely to

the study of singing.
Its pupils are afforded excellent advantage for a thorough education, the studios, recital hall and musical surroundings being of the highest order. Henneman

Hall, \$723 Olive street, is the favorite re-Mrs. Lulu Woods studio 2, has studied Virgil and Mason of New York and Chase of Chicago. She is a planist of broad culture, and her large class is an

nce of her popularity and ability as evidence of her popularity and ability as a teacher.

Mr. H. B. Maginn, eminent as a planistand plano teacher, occupies a handsome studio in Henneman Hall. He has devoted his life to a study of the piano and of the methods whereby one may gain a minstery over that beautiful instrument. Mr. Ottmar A. Moll, concert planist and teacher, has been located at Henneman Hull for five years. Mr. McIl is also oljector of the choral department of the Rubinstein Club. In St. Louis he has played with the Choral-Symphony, the Liederkranz and other prominent musical societies.

Mrs. L. A. Priest Leland, planiste, occupies suite 23. She was among the leading planists of New York City, where she went to complete her studies. After a successful concert tour, she returned to St.

#### **BEETHOVEN CONSERVATORY** IS ONE OF THE BEST.

Established in 2571, has for the past thirty-three years enjoyed the reputation of being the best musical institution in the leading music schools in the country. Hunmentalists and vocalists, have graduated

reputation as teachers of the first rank and are assisted by many artists of experience and capabilities. Mr. E. A. Taussig the head of the vocal department, ha proven by his work that he is one of the nost prominent vocal teachers in the United States. Messes. C. Jacob and C. Tholl at the head of the violin department are second to none in their profession and have done admirable work at this insti-

The Beethoven Conservatory building at architectural features of St. Louis, and at the Odeon, corner Grand and Finney avenues, is admired by the large number of pupils who attend from that section of the city.

Handsome catalogues of the Beethoven Conservatory can be had by applying to the Brothers Epstein, No. 2301 Locust street, St. Louis, Mo.

#### STUDIED TWENTY YEARS WITH THE MUSIC MASTER.

The Weltner Conservatory of Music No. 354 Page boulevard, was founded in 1897, and is said to be one of the most rapidly growing music schools in America. Frank Weltner, the director, is a planist, imposer and teacher of international

Mr. Weltner prepared himself for the great work before him by studying twenty years with the greatest masters of America and Germany. His eminent qualifications as concert

planist and composer naturally give him the ability to raise his scholars to a high, artistic and European standard. To lilustrate the phenomenal growth of the Weitner Conservatory it is merely necessary to state that Mr. Weitner per-sonally instructs 120 scholars per week in plano, composition and harmony. The Misses Eleanore Cassidy and Katherine Mulroy (of the main plano de-partment) have about seventy-five schol-ars each.

ars each.

The faculty of the Weltner Conservatory consists of twenty-five eminent instructors in all branches of music.

Among the advantages derived by scholars attending the Weitner Conservatory
are the semi-monthly teachers' and pupils' are the semi-monthly teachers' and pupils' recitals, held in the conservatory.

This promises to be the banner season of the Weltner Conservatory. Over fifty candidates for graduation are enrolled for the fifth annual commencement, to be held at the Odeon, next June.

#### MRS. HUGHEY'S LECTURES PROVE A GREAT SUCCESS.

Through her pupils and her work as president of the Union Musical Club, Mrs. A. S. Hughey is thoroughly well known as an artist in teaching plane, theory and harmony. She possesses in a marked degree the ability to develop within her pupils the subtle power of musical interpretation and a consequent artistic apprecia tion of the master creations in music.

as Mr. Charles Galloway, Miss Agnes Gray, Mrs. George D. Carrie and Mrs.

Theresa Smith-Robb.

There are kindergarten, primary, academic and collegiate courses, leading to certificate, or diploma.

Boarding students are received in her home, No. 4003 West Pine boulevard, where they have the best aesthetic, cultural and Christian home influence, and are chaperoned to lectures, recitals and are chaperoned to lectures.

tural and Christian home influence, and are chaperoned to lectures, recitals and art studios of the city.

From time to time Mrs. Hughey delivers lectures on music before music clubs and seminary classes, and as they are accompanied by a pianist to illustrate her ideas, they prove of inestimable value to teachers and students and are delightfully entertaining. She has been urged to make a tour of the Southwest, and possibly will accept some of the calls for a short lecture tour. These lectures will be an inspiration to the music-loving public.

#### PERRY SCHOOL OF ORATORY AND DRAMATIC ART.

As soon as the Y. M. C. A. building Grand and Franklin avenues, was completed, six years ago, Mr. Edward P. Perry, principal of the School of Oratory, cured a suite of rooms including recital halls in the building, and has see his efforts rewarded by continuously increasing interest in the line of cultur which his school represents.

which his school represents.

Some attend this school to be able to acquire self-possession and a facile manner in society, others that they may be trained for the lecture field, or the stage, and yet others that they may perfect themselves in this art so that they may teach in other schools. There are young people who are yet in literary schools and wish to be prepared for appearing before literary societies; ministers and lawyers who desire to convey their message in the most forceful and graceful way, and men and women in almost all pursuits of life who attend this school to be able to meet the demands upon them in social life. Then there are those who come for the health-giving exercises that add grace and a becoming carriage to the bedy.

The school has symme till it exercises.

for the state of the state of the state of the school has grown till it occupies the body.

The school has grown till it occupies the time of Mr. Perry and two assistants.

The recitals given by the pupils at graduation, and the many public recitals given within the two years' course, assure that ease and self-assurance so essential to a successful presentation of any subject to an audience. periority of this school from all others of a similar character.

The Brothers Epstein at the head of the plane department, have an international school offers just as good training as can be obtained in other cities where plane department, have an international school offers just as good training as can be obtained in other cities where

# CITY'S BUSINESS **GREATLY EXTENDED**

Year 1903 Has Strengthened St. Louis's Reputation in All Branches of Industry.

#### ADVANTAGES OF PUBLICITY.

Increase of 10 Per Cent in Wholesale Trade-Growth of Manufacturing Interests-Retail Lines Growing.

Upon the subject of the general business utlook for St. Louis, William Flewellyn Saunders, secretary of the Business Men's eague, writes as follows: "The year 1903 has greatly strengthened

St. Louis. It has not only extended its commercial reputation as a city of re-markable manufacturing productiveness and distributing advantage, but it has al-so made the city known all over the world as one of the four great cities of the United States, and the greatest one in the country west of the Mississippi River. "Everything done in St. Louis in 1903

the benefit of, in many languages, in many publications, by many writers. Not only has the World's Fair Bureau of Publicity directed attention to the city in every quarter of the globe, but the business organizations of the city have spent energy and money in intelligent, farreaching advertising of the city.

"It is worth remembering now by all of us that every educated man and woman in the world has this year learned something about St. Louis, Many foreigners who have not yet seen the city doubtless know more about it than most of the city's own people.

of the city's own people. MUCH BUILDING DONE.

"It is very well, then, that the people who have been telling about St. Louis during the year had so much of good to The building of big edifices for of fices, of hotels, flats, dwellings, ware-houses, factories and shops has gone on

with vigor.
"By the new year the buildings put up
in 1903 will have cost \$14,500,000. The

with vigor.

"By the new year the buildings put up in 1903 will have cost \$14,500,000. The buildings erected in 1902 cost \$12,854,035, and in 1901 there was spent \$13,207,991 in buildings. This \$40,000,000 at more than was spent in building for the whole five years before that. The World's Fair building will be done early in the spring, but office buildings and other business houses and dwelings of different kinds will go up all through the year.

"The manufacturing suburbs, East 8t. Louis, Granite City and Madison, increased largely during the year, and the works have been taxed to fill orders. The wholesale business has grown prodigiously, at least 10 per cent more than the business of 1902. The trade territory that produces to ship to the city, and the territory through which the city distributes, have become greater, both through settlement and development, and by the conquest of the St. Louis business houses. The new rullway building in the trade territory of St. Louis business houses. The new rullway building in the trade territory of St. Louis business houses.

RAILWAY DEVELOPMENT.

"In 1900 there were 1,671.93 miles of new railway built in the trade territory of St

Louis.
"In 1901 there were 2,024.46 miles built there.
"In 1902 there were 2,770.97 miles built there, more than half of all the new mileage in the United States.
"In 1903 the new railway mileage is greater than that of 1902, although the exact figures are not yet announced.
"The total railway mileage in the United States at the beginning of this year was 26,131.61 miles, and of this, 72,473.77, or more than one-third, was in the St. Louis trade territory. trade territory.
"The banks and trust companies of St.

Louis, whose sagacious management and success have given the city its renown as a sound financial center, shared justly this a sound financial center, shared justly this year in the general prosperity, as is seen by their reports of dividends. The total bank deposits in September of 1900 were \$112,000,000, and in September of this year they were \$151,000,000, a gain of \$12,000,000. The deposits of the trust companies increased between October, 1902, and September, 1907, from \$58,000,000 to \$57,000,000. "The surplus and profits of the banks increased between September, 1900, and September, 1900, from \$10,000,000 to \$21,000,000, and the surplus and profits of the trust companies increased between October, 1902, and October, 1903, from \$34,000,000 to \$25,000,000, and the surplus and profits of the trust companies increased between October, 1902, and October, 1903, from \$34,000,000 to \$25,000,000.

RETAIL BUSINESS THRIVES.

"All retail business has thriven. The bis retail houses have gained trade by a larger percentage than the retail houses of New York or Chicago. The cause of this is york or Chicago. The cause of this is obvious if one walks the streets of St. Louis. In 1800 the census gave St. Louis 575.432 people. In 1802 the statisticians of the Government estimated the population of all the harge cities, and in the official bulletin sent out St. Louis was credited with 585.000 people. That is its population now, officially, and the reports of the Government are accepted in all comparisons of cities. Really, there are fully 100.000 people in St. Louis now more than were here two years ago, and the population of the city, estimated with the utmost conservatism should be recognized as about 700.000. "Considering this rapid increase of population, the greater part of it permanent; remembering that the great increase of railway mileage every year in the trade territory of St. Louis means the settling and developing of a very wide agricultural and grasing country of enormous area; understanding that the building of the Panama Canal assures the improvement of the Mississippi River and the consequent profitable cultivation of all the country along its banks, all tributary to St. Louis than the last ten will be fatter years for St. Louis than the last ten will not be regarded as extravagant."

## ROBERTS, JOHNSON & RAND SHOE CO. SCORE GREAT SUCCESS IN FOUR YEARS.

Started With \$250,000 in 1899, but Rapid Increase in Trade Brought Capitalization Up to \$2,000,000 in 1903-"House That Gained a Million in Seven Months."

Shoe Company was organized in 1899 its capital stock was \$250,000. That was sufficlent to begin the business with, but within a few months so great had become the volume of sales that larger capitalization was demanded to care for the increase. More capital was put into the business. The growth of the business continued at such a rate that an almost annual increase of capital was found necessary, and to-day, with \$2,000,000 fully paid stock, the company is the heaviest capitalized shoe house in the world.

Roberts, Johnson & Rand is known as "the house that gained a million in seven months," a distinction which places it in the foremost rank of energetic, up-todate, upright mercantile institutions of the new world. For the benefit of those who may not understand without further explanation, it may be proper to say that in the first seven months of the year 1903 the firm's sales were \$1.017.570.15 more than they were during the first seve months of the year preceding. The gain broke all previous records of gains, and when it is considered that the firm is not yet six years old, the facts are made all the more remarkable. In the entire business world it is doubtful if the splendid showing of the company has ever been equaled. It seems certain that it has never been surpassed.

of policy was agreed upon by the members. To a strict adherence to that lin is due, in a great measure, the wonderful prosperity that has come to the firm, an additional fame that has been added to St. Louis as a great commercial metropolis as a result of the company's success It has been a rule of the firm to surround body of men. The officers of the company So far as possible they have chosen to as sist them in carrying on their business men of whom the same can be said. They

are all hustlers. The company has sixty-five salesmen or the road, and nearly all of them are stock holders in the company. They cover the have made warm friends for the company in every nook of the country. Employer of the company at home are also giver stock in the concern, and it is hardly necessary to say that the policy has linked the interests of the company and its em

Usually statistics are dry, but here are

a few that will prove absorbing to every-body who will take the time to study them for a moment. During its first year in business the Roberts, Johnson & Ranc Shoe Company shipped \$1,532,431 worth of goods. The second year the shipments advanced to \$2,225,439, and the third year they were \$2,354,155. In the fourth year they passed the three-million mark, going to \$3,001,419, and in the fifth year they reached \$4,005,560. From March 10, 1903, to Septem ber 10, 1903, which represents the first six months of the company's business year, it shipped \$3,000,295.25 worth of goods, which indicates a business for the year beginning March 10, 1906, of \$6,000,000, or a gain of 12, 000,000 over the previous year. The company's wonderful gain in the first sever months of 1903 as compared with the same months in 1902 is shown by the following

94,827.02 190,567,55 208,290,36 Total ..... \$1,017,570,15

The salesrooms and offices of the company are at 925, 927 and 929 Washington avenue. A modern nine-story brick and granite building, 70x150 feet in dimensions. Its factories are at Thirteenth and Mul lanphy streets, Hickory street and Mississippi avenue, St. Louis; Auburn, N. Y., and Hannibal, Mo. The factory at Hickory street and Mississippi avenue, now under course of construction, will have a capacity of 8,000 pairs of shoes daily. It will employ 1,500 persons and will be equipped with the finest and most modern machinery known to the shoe manufactory. When the new factory is completed the company will then own and exclusively control factories that will give it a capacity of \$0,000 pairs of shoes a

pany is one of the institutions that St. Louis takes particular pride in pointing out to visiting merchants and others who come to the city from every part of the the city's renown and is but an evidence of what ability, energy and integrity will secomplish in the world of commerce when properly applied.

The president of the concern is J. John son, the vice president, J. C. Roberts; the E. Rand, and the treasurer. O. Johnson. Every one is a thorough shoe man, and the company has exercised care in selecting thorough shoemen for

When the Roberts, Johnson & Rand | the heads of their various departments. Merit among its employes has never gone unrewarded. The company pays strict attention to its men and is quick to realize when promotion has been earned. Its success attests the wisdom of its politics adhered to in the conduct of its immense

#### LE PRELLE SHOE COMPANY'S SPLENDID EXPANSION.

There is probably no business institution in St. Louis or the West that begins the ear 1904 with brighter prospects than the La Prelle Shoe Company, and it is prob able, too, that none have assurances of a greater percentage of increased business The company has just celebrated the third anniversary of its business career, and within that period it sold and shipped more than \$6,000,000 worth of goods, a record probably unparalelled by any other shoe house in the world.

Since its organization the company has built, equipped and bought three factories, the last being the Mound City factory which has a reputation for making the best sporting goods in the world, and which is the largest manufacturer of this line of goods in the world. The La Prelle Shoe Company will keep the quality fully up to that so long maintained by the Mound City factory.

With the additions made to its factory ments the company will be able to increase the output the coming year fully 50 per cent over that of the year 1903. The company intends making a specialty of men's Western welts. The factory which these have been manufactured in the past has been in operation but a single year, yet so popular have the goods bemen's fine shoes has increased 1.000 per cent during that brief period. The splen did success is a demonstration of the demonument to the company that produces

Different lines of shoes are turned out of the company's factory, at Jefferson City, and from its Mullanphy factory. Its women, misses and children, men, boys and youths' little gents' McKays' have made a reputation for the firm in mediumpriced goods, which, it is figured, will cer tainly insure a 50 per cent increase of business for the year to come. The capacity of the company is growing constantly and rapidly, and enables it to take care of its trade, and at the same time give it the best possible service for the

J. L. LaPrelle, president of the com pany, has had twenty-eight years' experience in the shoe business in St. Louis. There is possibly no man in the country to-day who is more familiar with the trade and who is more alert in realizing the wants of the trade in his line of businers. He is widely known throughout the country, and to this fact is probably due

country, and to this fact is probably due a large proportion of the success of the goods upon which the stamp of his company is placed.

The company employs fifty traveling salesmen, a large force of men in its offices and salesmooms at the northeast corner of Eleventh and Washington avenue, and 1,000 people in its factories. It is one of the most rapidly-growing institutions, not only in St. Louis, but the entire West, and its standing in the business world is second to none. Its brilliant success, after a career of but three years, indicates what may be anticipated from it in the future. St. Louis appreciates it and will receive assurance of its future growth and success with pride, because it is such institutions that make and build up and cover a city with fame in commercial annals.

### HAMILTON-BROWN SHOE CO.

EMPLOYS 6,000 PERSONS. The firm of Hamilton, Brown & Co. was established in 1872 with a cash capital of

\$23,000. Business the first year, \$225,000;

number of salesmen, three. What a contrast with the present record-from salesmen to seventy-five; from small job hers to the largest manufacturers and dis tributers; from a cash capital of \$73,000 to \$1,500,000; from shipments of \$225,000 to over eight millions annually. The demand for with such rapidity that from two floors n 1883, the close of 1903 will see five gigantic factories in operation in St. Louis, giv ing employment to 5,000 people, covering a floor space of over eleven acres, and with a capacity of 31,000 pairs daily. This enormous capacity means shipments of ten millions for 1904, and gives solid backing to the firm's statement that they are ness of their shipments as with the qual ity of their shoes. The officers and diident; 'W. F. McElroy, vice president; R F. Spencer, treasurer; H. L. Brady, secretary; Chauncey Ladd, William M. Sloan and J. M. Sloan. The firm does business in all States and Territories, save New England States. Their gain for this year amounts to \$1,500,000.

# MANY LINES FORM SUBURBAN SYSTEM

Originally St. Louis Cable and Western, Operated From Sixth and Locust Streets to Narrow Gauge Depot.

NOW HAS 93 MILES OF TRACK.

Work of Reconstructing Entire Roadbed Was Begun in 1902 and the Greater Portion Is Now Completed.

The officers of the company are: President. Mr. Julius S. Walsh; vice president. Mr. Julius S. Walsh, Jr.; general superintendent, Mr. John Mahoney; secretary treasurer, Mr. E. P. Sommers.

Mr. S. M. Kennard, Mr. Breckinridge Jones, Mr. Charles H. Huttig, Mr. William F. Nolker, Mr. C. Marquard Forster, Mr. William D. Orthwein, Mr. Harrison I Drummond and Mr. Ben Altheimer

The St. Louis and Suburban Railway system consists of over ninety-three miles of track in the city and county, viz; The St. Louis and Suburban main line. Union avenue line. Florissant line, Ferguson line, Kirkwood line from De Hodiamont to Kirkwood via Clayton, the Forest Park line, between Brentwood and Forest Park; the Meramec line, from Fourth and Elm streets to Maplewood; the Meramec Highlands line, from Fourth and Elm streets to the Meramec Highlands, and the North Sarah street line, from Fourth and Elm streets to O'Fallon Park.

The St. Louis and Suburban Railway Company, originally the St. Louis Cable and Western, was built and operated as a cable road in 1886. At that time it ran from Sixth and Locust streets to a point known as the Narrow Gauge Depot, or Morgan street just west of Vandeventer avenue. In 1891 the cable road was abandoned and electricity substituted. The main line was then extended west from the Narrow Gauge Depot to Wellston over the route previously known as the Narrow Gauge Route, and later was extended to its present terminus, the Suburban Garden, with extensions running west over the Florissant and Ferguson line. Later on the Meramec River line and other branches of this system were built and

The work of reconstructing the entire begun in 1902, the greater portion of it being completed in that year, and the remaining portion is now nearing completion. The tracks of the other divisions are also undergoing general repairs, so that within the very near future the tracks of the entire system will be in first-class condition. This will include the improvements already made in the remodeling of the curve at Duncan avenue and Barah street. having been considered a very dangerous curve. Several other similar improvements have been made recently, and it is now contemplated to abandon the old curve at Thirteenth and Fourteenth streets and Lucas avenue, which has been an evesore not only to the company, but to the general public, for many years. The company has purchased in that vicinity, in order to enable them to lay the tracks on private right of way, which, no doubt, will be welcome news to the patrons of the line, as well as to the general public.

The president, Mr. Julius S. Walsh, has about completed arrangements to extend the tracks on Union avenue over a private right-of-way to the main entrance of the World's Fair grounds, and a similar extension will be made from the Clayton line at the point where that line now passes the Administration building.

In February of this year the old car barn at De Hodismont was destroyed by fire, and is now being replaced by a firstclass fire-proof building. The work on this building is now progressing very rapidly and the company expects to have the same completed before January 15, 1904.

The company has now seventy-five of the most modern cars, with a seating capacity of fifty-two passengers, each car equipped with four motors. These elegant cars were built by the St. Louis Car Company. The remainder of the rolling stock is being rebuilt as quickly as possible and when completed will be practically new, as they are equipped with new motors and all modern appliances. Nearly all of the cars are equipped with the latest improved air brakes.

In addition to the track and rolling stock, the company is also placing in the power stations new engines, new bollers new generators and other electrical appliances, which they expect to have entirely completed within sixty days, at which time they expect to have sufficient power for all emergencies. At the present writing vast improve

ments are also being made in a general way in and around the power-house at De Hodismont, including the special work, grading, etc., in front of the company's offices and carhouse. Improvements are also being made at Brentwood Station. The building of transformer stations along the county lines is also being contem-

The tracks are laid with 9-inch 100-pound rails, but in the extensions they are putting in the eighty-pound T rails, same as on the steam railroads. The new car barn has a capacity of 100 cars. The entire operating force consists of 460 men. They have two large power plants; also

one transforming plant at Sixteenth and Wash streets, The company does all its own repairing and painting at De Hodianont. On May 24 the old car barn was destroyed by fire and seventy-five cars

The lost and found department plays an all articles are held for ninety days, and thoroughly equipped for his new

if not called for are returned to the co

MR, JULIUS S. WALSH. A man who has for many years seemed to be one of Dame Fortune's especial fa-vorites is Julius S. Walsh, the president of the Suburban Railway of St. Louis. He has long been an important factor in the city's growth, and his remarkable faculty of knowing what to do at the right time has helped to steer many of the large financial institutions of the city to the road of success and prosperity.

Born in St. Louis, December 1, 1842, and the eldest son of Edward and Isabelle (De Mun) Walsh, he was educated in the public schools of St. Louis and the St. Louis University. He completed his academic course at Bardstown, Ky., in St. Joseph's University, graduating in 1861. Returning home, he matriculated in the law department of Columbia College and graduated in 1964 with the degree of bachelor of laws. During the same year he was admitted to practice at the bar. In 1865, the St. Louis University conferred upon him the degree of master of aris in recognition of his scholarly attainments.

The whole course of his life was changed in 1866 by the death of his father. Made administrator of his father's large estates at the age of 24, he early learned the ins and outs of the financial business of the city as he succeeded to directorates of various banking, railroad street railway corporations. At the age of 24 he was made president of the Citizens' Railway Company, and at about the same time became president also of the Fair Grounds and Suburban Railway Company. such a high character was his executive ability, shown in handling these lines, that in 1873 he was made president of the Union Railway Company. In 1877 he became president of the People's Railway Company and of the Tower Grove and Lafayette Railway companies. In 1885 he built the Northern Central Railway and purchased at the same time a controlling interest in the Cass Avenue and Fair Grounds Company, becoming president of each. He was then the executive of companies operating about seventy-five miles of street railways.

In 1875 Mr. Walsh was chosen president of the South Pass Jetty Company, and acted in that capacity until the Eads jetties were completed. He also served as president of the St. Louis Bridge Company from 1875 to 1890. In 1839 he was president of the Municipal Electric Light Company. In 1895 he was made vice president of the St. Louis Terminal Association and in 1896 succeeded to the presidency of a corporation which controls the terminals of twenty-two railroads now centering in St. Louis and which possesses property to the value of over \$30,000,000.

Mr. Walsh has also been a director in the Third National Bank, the Laclede National Bank, the Merchants-Laclede Bank, the North Missouri Railroad Company, the St. Louis, Kansas City and Northern Railroad Company, the Wabash and Western Railroad Company, the Ohio and Mississippi Railroad Company, and the Baltimore and Ohio Southwestern Railroad

In 1874 he was elected president of the St. Louis Agricultural and Mechanica! Fair Association, and at once set about beautifying the fair grounds to make them a feast to the eye the year round

as well as during the fair. The Mississippi Valley Trust Company was organized by him in 1890. He was then elected president, and he still retains that position. A special building, especially adapted to the trust company's purposes, was erected at Fourth and Pine streets. He is also president of the Mis-

sissippi Glass Company. Mr. Walsh married Miss Josie Dickson January II, 1870, a daughter of Charles K. Dickson. The family residence of Mr.

Walsh is at 3628 Delmar boulevard. Such is the career of this wonderful man who has contributed so much to the city's progress, and to whom a debt of gratitude

will always be due. MR. JULIUS S. WALSH, JR.

Mr. Julius S. Walsh, Jr., entered the ervice of the Suburban with the benefit of six years' experience in steam railroad work. Before his election as vice presi dent, he was secretary of the East St. Louis electric lines for a brief period. He was assistant secretary of the Terminal Railroad Association before his elevation to the Suburban. In coming to the assistant secretaryship he gained a thorough insight into railroad work by serving as messenger boy, stenographer, tele-

yard clerk and freight-department clerk He devotes his efforts, particularly, to acquiring information concerning the branches of the railway business met with exclusively in the operation of street-

car lines. Night and day he rides over the divisions of the company and studies the conditions of each branch until he knows every turn and crook in the company's tracks, the state of the rails and roadbed n the various divisions.

He meets the heads of the several departments and familiarizes himself with the accounting and auditing departments, of the time schedules for the cars and the working hours for the men, of the powerhouses and other buildings and of the plans for the extension and the improve-From 8 in the morning until 6 in the

evening Mr. Walsh now makes his headquarters at the company's general offices at De Hodiamont. He spends only a portion of his time there, however, as duties call him all over the system, which extends to Meramec Highlands on the southwest. Florissant on the northwest, to Fourth and Elm on the southeast and to O'Fallon Park and the cemeteries on the north.

When away from the office, however, he keeps in communication with his subordinates there by telephone. Occasionally he finds duty calling him to

some point on the road at night. The building in which the Suburban Railway Company has its headquarters is unpretentious, a one-story frame structure on the west side of De Hodiamont avenue.

near Horton place.

The private office of the vice president is 6 feet wide and about 10 feet long. Its only furniture, in addition to chairs, is two flat-top desks. At one of these the young vice president sits and directs tho

business of the big corporation. MR. JOHN MAHONEY. Mr. John Mahoney, who succeeded Mr. Jenkins as general manager of the Subur-

ban, is a street railway man of wide and He has been connected with the Subur ban for three years, but has been continuously in the street railway service in St.

Louis in various capacities since 1874. The resignation of Mr. Jenkins is said to have been a surprise to the Board of Directors. His management of the Substandard and has much improved and in-

Upon retiring, Mr. Jenkins posted a notice thanking the employes of the St ban for the cordial support they had at all times given to him and bespeaking a continuance of it for the Suburban after his retirement. The title of Mr. Mahoney's office will be

general superintendent, although he will perform the same duties as those of his predecessor. He came to St. Louis in 1874 from Hartford, Conn., and has been connected with the various street railway companies of this city since. Mr. Ma-honey is 60 years old and is regarded as